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HONGKONG.

(Telephone No. 66.)

Hongkong, 24th June, 1889.

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CHOLERA MIXTURE.
As prescribed and recommended by Dr. AYRES, Colonial Surgeon, when President of the Hongkong Sanitary Board.
To be used in cases of vomiting and purging attended with violent pain.

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As recommended by the London Board of Health for use in all cases of Diarrhœa, Cholera, &c.

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DOSE:—For Diarrhœa, Colic, and Dysentery, 1 tea-spoonful every 2 or 3 hours. For Cholera, 1, 2, or 3 tea-spoonfuls every hour, or in urgent cases often.

In Bottles—50 cents and \$1 each.
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CHLORODYNE.
DOSE:—Ten to twenty drops in brandy and water.
In Bottles—50 cents \$1 and \$1.50 each.

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ASTRINGENT PILLS,
FOR DIARRHŒA, DYSENTERY, &c.
DOSE:—One pill after each liquid Motion.
In Bottles 75 cents and \$1.50 each.

WATSON'S
ANODYNE LINIMENT.
For relieving pain in all cases of Spasms, Colic, Cholera, Diarrhœa, Inflammation of the Bowels, &c.
DIRECTIONS FOR USE:—Sprinkle some on hot Flannel or Spongio Piline soaked in boiling water and apply over the seat of pain.
In Bottles, 75 cents and \$1.50 each.

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RUSSIAN INDIAN,
CALVES' FOOT JELLY.
Invalids' necessities and appliances of all kinds kept in stock.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY,
HONGKONG, CHINA AND MANILA.

BIRTH.
At Koolang, (Amoy), on the 18th June, the wife of W. S. Orr, of a son.

DEATHS.
On the 22nd June, 1889, at Pedder's Hill, ISABELLA, the beloved wife of Alexander Stopan, aged 49. [790]
At the Government Civil Hospital, on the 24th inst., L. H. D'EOVILLE, chief officer, S. S. *Kiuhang*. [789]

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 24, 1889.

TELEGRAMS.

THE BALKANS.

LONDON, June 15th.
There is growing disquiet regarding the situation in the Balkans.
Russia has proposed to Serbia to conclude a military convention, and it is feared that unless the hostility of the Regents at Belgrade against Austria moderates, the latter will declare its continuance a *casus belli*.

LOCAL AND GENERAL.

THE Shanghai Horse Bazaar has been successfully floated as a limited liability company.

THE house No. 23, Elgin Street, sold at auction by Mr. G. R. Lammert on Friday last, realised \$7,500.

THE sorting of the mails on the Messageries Maritimes steamers will begin on the 27th July. The sorters will join the vessels at Saigon.

SAYS our Shanghai morning contemporary:—On the evening of the 11th June, when on her last upward trip, the steamer *Kiangfoo* experienced a very severe thunderstorm, accompanied by very heavy rain and remarkably large hailstones which broke upwards of thirty windows in deck-houses and skylights. The wind for a few minutes blew with hurricane force. The steamer was anchored for nearly an hour with over 75 fathoms of cable out, about three miles below Callopo Beacon.

THE third Spoon Competition (500 yards) of the Hongkong Rifle Association took place on Saturday, and was won by Lieut. Carlyle, R.A., with 20 points, Mr. E. L. Woodin being second with 28 points, and Sergt. Robertson, H.K.P., third with 27 points. The eleven other competitors were a long way behind. The wind was much too gusty for high scoring.

THE Chinkiang correspondent of the *Shanghai Mercury* writes under date the 16th inst.:—"During the last twenty-four hours rain has fallen heavily, and it was sadly needed. The farmers will now be able to sow their rice. The crops of wheat and barley just garnered are above the average. The British Consul returned to-day from Nanking by H. B. M.'s ship *Satellite*."

"THE cry is still they come." The Kowloon Land Investment and Building Company, Limited, was duly registered on Thursday last. This Company has been formed for the purpose of developing certain properties at Kowloon, with a capital of \$300,000, divided into six thousand shares of \$50 each. The Hon. P. Ryrie, Mr. F. A. Gomes, and Mr. Ho Tung are the directors, and the management will be in the hands of the Hongkong Land Investment Co.

We note that in Singapore the police occasionally visit the public-houses patronised by sailors, and take samples of the liquor for analysis. It is a howling shame that nothing of the sort is done here, where there are thousands of sailors belonging to the Navy and mercantile marine. Some of those Queen's Road West rum-mills seem to sell nothing but a maddening liquor something like carbolic acid flavoured with cayenne pepper and warmed with a dash of molten lead. Now, General Gordon, please!

AT the meeting of the Legislative Council to-morrow, the following will be the Orders of the Day:—

Report of Finance Committee (No. 9 of 1889).
Second reading of the Bill to amend "The Merchant Shipping Consolidation Ordinance, 1879."

Second reading of the Bill to amend "The Chinese Emigration Consolidation Ordinance, 1889, and to make provision against certain emigration abuses."

Third reading of the Bill entitled "The Chinese Extradition Ordinance, 1889."

UNDER date the 9th inst. the Newchwang correspondent of the *N. C. Daily News* writes:—"The country is perished for want of rain. Prayers have been put up, and a general fast ordered, so that no animal may be slaughtered till the loss of heavenly waters be propitiated. Meanwhile, we have dust and wind continually, and dreadful rumours of sickness and starvation from all parts of the province. Railways will eventually save the province, not simply to provide the people with the means of earning their living, but to communicate with the distant districts where relief is required."

A DARING instance of coolie-kidnapping was narrated at the Police Court on Saturday afternoon. A crimp in Canton got acquainted with a young jade-cutter who was carrying vegetables for lack of other employment, and persuaded him to try "foreign parts," where he would get \$30 or \$40 a month, he said. An accomplice corroborated all this, and all three got on board the *Kiangchow*. On the way down the young fellow learnt something of what was in store for him, and when the boat reached Hongkong early on Saturday morning, he tried to get away. They forcibly prevented him, however, and with the help of a boarding-house keeper, were dragging him along, when Detective Sergeant Macdonald, with two *laksas* at his heels, came up and arrested them. They were committed for trial.

SAVES the Singapore *Free Press*:—"We hear of what appears to be a new and probably successful enterprise in connection with Pahang. It is known that rivers draining hilly districts yield frequently large quantities of gold on having their beds exploited either by dredging, or other methods. When gold cannot be worked from the matrix in payable quantities the channels of streams serve to collect in a limited area gold sufficient to make its extraction very profitable. It is to be done, experimentally in the first instance, on a certain portion of the Pahang river, and we hear that preliminary steps are now being taken by several leading Singapore residents who have already secured the right of prospecting these river-beds. In California, New Zealand, and elsewhere this operation has yielded exceedingly handsome returns, and from all that appears the prosecution of the same form of enterprise as regards the Pahang rivers should prove equally successful."

WE regret to have to record the death of another well-known China hand in the person of Mr. L. H. D'EOVILLE, chief officer of the Hongkong, Canton, and Amoy Steamship Co.'s steamer *Kiuhang*. Mr. D'EOVILLE was for many years in the service of the Viceroy of Canton, and afterwards successively commanded Messrs. W. Milburn & Son's steamers *Amoy*, *Gililand*, and *Ningpo*, running on the Shanghai-Canton route. For the past week or two Mr. D'EOVILLE had suffered rather severely from asthma, but no serious consequences were apprehended, and he continued to perform his duties as usual. At Macao last night he was suddenly taken ill, and although medical assistance was at once procured and everything possible done to alleviate his sufferings, he gradually grew worse. On arrival here this forenoon he was, on medical advice, removed to the Government Civil Hospital, but expired in his chair at the door of that institution, the immediate cause of death being Bright's disease. The funeral will leave the Hospital at 5 o'clock to-morrow afternoon, and should be at the Monument about 5.30. Mr. D'EOVILLE was a Freemason and a member of Lodge St. John, and all brethren and friends are respectfully invited to be present at the last rites to his memory.

IN the British Consular Court at Hankow on the 14th inst. Messrs. Gordon Bros. sued the China Shippers' Mutual S. N. Co. for \$15,000, loss incurred through the defendants refusing to ship a quantity of tea belonging to the plaintiffs for the London market. The defendants are the owners of the steamer *Moyuna*, which was the first steamer that left Hankow for London with new season's tea. As usual at the commencement of the season, the demand for space in the first ship by the tea dealers in Hankow was greater than the accommodation in the ship and consequently the owners had to apportion the space to the applicants in the best way possible. Gordon Bros. applied for 120 tons, but only 50 tons were given them, which they declined to accept, and the present action was taken. The defendants stated that last year the plaintiffs applied for 400 tons of space in the *Moyuna*, which was granted to them, but another ship arriving at Hankow soon after and charging a lower freight they shipped in her. The defendants took no action for this breach of contract, but to guard against a repetition of this kind they only allowed the plaintiffs 50 tons of space. Plaintiffs alleged that in consequence of the refusal to ship the tea, it failed to reach the London market by the first tea steamer, and consequently they had incurred a loss of \$15,000, for which they claimed. Judgment for defendants, with costs.

THE returns of the number of visitors to the City Hall Museum for the week ending June 23rd, are:—Europeans 202, Chinese 2,097; total, 2,299.

AN Emergency meeting of Zeland Lodge No. 525, E.C., will be held in Freemasons' Hall, Zeland Street, on Wednesday, the 26th inst., at 5, for 5.30 p.m. precisely. Visiting brethren are cordially invited.

THE *Japan Mail* of the 10th instant says:—"On Saturday the *Monocacy* left the berth she has so long occupied in the harbour. At a quarter before three her wheels revolved, and, passing outside the red buoy and inside the lightship, after a short stay off the *Omaha* she communicated with the flagship she steamed to Yokosuka, where she will be docked."

IN the House of Commons on the 21st ult. Sir James Ferguson informed Sir J. Swinburne that it was a fact, as shown by an examination of the accounts between Britain and Portugal, which took place in the year 1815, that a balance was due by Portugal of £2,490,240, on account of arms, ammunition, and other supplies, furnished during the Peninsular War. This balance had not been repaid to England, nor had Portugal paid any interest upon it. Her Majesty's Government did not think that any practical advantage would at present result from the appointment of a Select Committee to inquire into the matter with a view to the recovery of the amount due.

SHANGHAI was visited with a heavy shower, with thunder and lightning, on the afternoon of the 10th inst. Three inches of rain falling between 4 and 5 p.m. Most of the streets were flooded, the storm nearly coinciding, as so often the case, with high water in the river. A great part of the public garden was a lake, the central canal being surrounded by a broad sheet of water, nearly a foot in depth in places, and most of the paths were flooded, and a similar state of affairs existed in the Cathedral compound. Hankow Road was in some places a foot under water. A tremendous quantity of sand was washed off the surface of the roads. The total rainfall up to midnight was 3.36 inches.

LIFE ON A "BLUE-NOSE" BARQUE.

THE Nova Scotian barque *Constance*, which arrived here from New York a fortnight or so ago with a cargo of kerosine, must have been a regular bower of bliss. Her crew of fourteen men—principally Danes and Swedes—joined her in New York, and, according to their story, the trouble began at once. Before she left the harbor one or two of them were knocked down, with the result that the rest refused to work any more until they had seen their Consul. Captain Tingley persuaded them to forego that pleasure by starting on the poop with a little gun and giving them sixty seconds to turn to again. From then, for four months and a half, knocking down seems to have formed a regular part of the daily routine on the ship. After arriving here the vessel anchored in mid-water off East Point, and none of the men were allowed to go ashore. One night last week, therefore, a Frenchman named Pascal jumped overboard, and after struggling with the swift current, about an hour was taken on board a junk, and so, half naked, got to Hongkong. He obtained a summons, which was heard on Saturday before the Harbour Master. He had been struck by the second mate—off Keilly—with a belaying-pin, on the nose, severing the cartilage. He had to doctor himself, extracting the broken portion and plastering up the wound with cigarette paper. For the assault he was fined \$5—rather more than Mr. Pollock fines an unlicensed hawkier. But the hearing of his case enabled him to compel the Captain to allow some of his comrades to come ashore, by issuing subpoenas, and when they did so two of them also obtained summonses. Of the fourteen sailors, all but one, they allege, were violently assaulted. Many of them bear scars and bald patches on their heads, where the hard end of a belaying-pin has fallen, although they all seem a very decent lot of men.

THE two cases, one against the mate and the other against the second mate, were before the Harbour Master, Commissioner and Deputy R.N., this morning. Mr. Hastings, of Messrs. Watson and Deacon, appeared for the complainants. When the stipendiary appeared, after nearly an hour's delay.

Mr. Hastings asked for an adjournment, as some of the crew were unable to get on shore. Commander Ramsey consented, and adjourned the case till Wednesday. He ordered three of the crew in Court to return on board, saying they had been away already three days without leave.

Mr. Hastings protested, as the men were in fear of his life, as they would be if necessary.

Commander Ramsey said that he had a chance of saying so on Saturday, and had not availed himself of it, so they would have to go back.

Mr. Hastings pointed out that one of the men (Pascal) had already received severe injuries, and another had had his head cut open.

The men themselves begged not to be sent back, but

Mr. Ramsey said he would take the responsibility. He, however, ordered the Captain to let them come ashore when they asked.

Captain Tingley then ordered the men away, and they accordingly went off, but very unwillingly.

LATE TELEGRAMS.

LONDON, June 15th.
In the House of Commons last night Mr. Chaplin moved a resolution "That the House consider the recent divergence in value of precious metals in the highest degree to the detriment of the finances and government of the United Kingdom, and seriously adds to the difficulties of trade between the United Kingdom and countries which possess a silver standard. It is further of opinion that this divergence has been primarily due to monetary changes which have occurred upon the Continent and to the abandonment of the bimetallic system which prevailed in certain European countries prior to 1875. Views with great regret the recent prolonged depression of trade and agriculture, and the consequent irregularity of employment for most members of the population, and which it believes those changes have contributed in a material degree. It therefore urges on Government the importance of consulting nations such as Germany, the United States, France, and other countries which comprise the Latin Union, as to their readiness to join with the United Kingdom in a Conference for the purpose of considering whether, and how far, a bimetallic system can be re-established by international agreement in the interest of all nations and communities concerned."

Mr. W. H. Smith said that the Government would be unable to agree to a change till they were convinced that the commercial classes agreed to its necessity. The debate was subsequently adjourned till the 17th inst.

PARIS, June 15th.
A serious question has arisen between France and Serbia owing to the latter having forcibly taken over Serbian railways which were being

worked by a French Company. The reason given by the Serbian Government for this step is the maladministration of the lines by the French Company.

At a shareholders' meeting of the Suez Canal Company, M. Charles Lescage, replying to strong protests made against the London agreement, explained that the agreement was concluded to save the Company from ruin, because he had learned that the Khedive had granted a concession for a new canal. The directors' report was eventually adopted.

LONDON, June 15th.
It is reported that the condition of Lord Lytton, notwithstanding the operation he lately underwent, is serious, and will involve his protracted absence from the British Embassy in Paris.

Advices from Massowah state that the Italian troops have occupied Keren unopposed.

News has been received by the German Government that Captain Wissmann has attacked and destroyed Sandani, meeting with but slight opposition.

LONDON, June 15th.
Lord Harris has been attacked with diphtheria. The Servian Metropolitan Michael, who lately returned here from Moscow, was been officially reinstated.

LONDON, May 9th.
The Corporation of London have voted an address of welcome to the Shah of Persia, to be presented to him in a gold casket of the value of £200, and in addition to expend £2,000 in entertaining His Majesty.

PARIS, June 15th.
One General and two other officers have been arrested here on a charge of complicity with Boulanger and his followers.

THE HANKOW TEA MARKET.

Hankow, June 14th, 1889.

The tea settlements to-day were as under:—

English Buyers.	Russian Buyers.	Total.
Hankow Tea.....3,306	4,748	8,054
Kiuhang Tea.....1,670	442	2,112

4,976 5,190 10,166

The demand for buyers for London has been chiefly on Onfanas and Taoyuens which have advanced fully 12s. 2 from the lowest point. The Russian houses are buying sparingly owing to the difficulty of procuring "pure" teas such as that market exacts. Our stock figures are 150,000, but the greater part of this being almost unmerchantable will, it is to be hoped, never go into European consumption, and so, justly, the favourite characterisation of Chinese tea by the home and Indian papers as "China rubbish."

Second crops are expected in four days' time.

English buyers.	Russian buyers.	Total.
Hankow Tea.....5,187	3,287	8,474
Kiuhang Tea.....1,900	324	2,224

7,087 3,611 10,698

The market is quiet and the small business transacted does little more than keep pace with arrivals, so that the heavy unsold stock (about 150,000 chests) remains undiminished.

Today's quotations are:—

Ningchow, low to medium.....11s. 10.00 a 22.00
Howow.....11 50 a 16 00

Oanfa and Taoyuen, Shantung
kind to fair.....10 75 a 21 25
Opapack, low to common.....10 11 a 11 25

The bulk of the business being in Onfanas which are about the only available pure tea remaining.

Musters of second crops from the Ningchow, Yang-tung and Wenki districts were shown to-day. The quality so far appears to be good. The *Mogul* departed last night, making the third steamer for Odessa this season. The only two direct steamers on the berth for London, the *Benledi* and the *Kaitow*, reduced their rate to-day to £2, the same as the rate taken by steamers loading *via* Shanghai for some time past.

Exchange has declined to 4/4 for credits, 4 months' sight.

Tea settlements to-day:—

English Buyers.	Russian Buyers.	Total.
Hankow Tea.....1,731	3,216	4,947
Kiuhang Tea.....561	464	1,025

2,292 3,680 5,975

Shipped to Shanghai on native account, 195 half-chests. The market is lifeless, there being little worth buying left. Buyers are leaving the port and the stock will probably follow. Nothing so far in second crops.

Prices paid have been:—

	Tia.
Opapacks, common to medium.....12 a 15.8	
Oanfa, do.....12 a 15	
Ningchow, medium.....18 a 21.50	
Shantams.....5.15	

The *Russia* cleared to-day for Odessa, leaving the *Kaitow* still on the berth. The *Benledi* and *Kaitow* are loading very slowly for London @ £2, the bulk of the tea going past them to the steamers sailing from Shanghai.

14th June.

To-day's tea settlements were as follows:—

English Buyers.	Russian Buyers.	Total.
Hankow Tea.....1,420	2,332	3,752
Kiuhang.....1,882	nil.	1,882

5,302 2,332 7,634

Shipment to Shanghai on native account, 1,700 half-chests. Onfanas and Taoyuens continue the favourites, notwithstanding their noted tarry flavour; in fact they appear to be the only districts (except Shantung, which shares their favour) from which non-damaged teas can still be culled, the bulk of the stock being only fit for the Shanghai market.

Prices paid to-day have been:—

	Tia.
Ningchow, common to medium.....16.5 a 22.5	
Oanfa, Shantung kind to fair.....10.6 a 15	
Taoyuen, fair.....14.5 a 15	
Opapack, low and common.....9.5 a 10	

Shantung, medium.....5.5

It is now evident that the supply available for all quarters of good pure tea this year is barely two-thirds of last year's reduced yield; and of this the Russians have captured fully three-fourths; the supply of common is of course always practically unlimited, if called for.—N. C. Daily News.

GREAT FIRE AT LOU CHOW.

Chungking, 1st May, 1889.

On the 12th of April the district city of Lou Chow was visited by one of the most dire calamities that has ever befallen any city in the Chinese Empire; over three-fifths of the entire city and suburbs were destroyed by fire. The fire is said to have originated outside the city near the river, through burning of paper. The wind blowing strong at the time, some of the burning paper was blown into a stack of dried grass used for fuel, the fire spreading with great rapidity in all directions, so that in a very few minutes it was entirely beyond control. The loss of life has been very great, said to number many hundreds. Very many people barely escaped with their lives, saving nothing but what they had on. Numbers were trodden to death in the rush, and not a few were burned

in their houses, having become entirely surrounded by the fire. It is currently reported that there have been over ten thousand families burned out; some estimate the number much greater, but that is, I think, near the number. The amount of property destroyed is also enormous, probably not ten cents of everything in the burned district being saved. Lou Chow is situated in the fork of two rivers, very much in the same position as Chungking, and is the second trading mart in this province. It is the seat of salt and sugar industries in Western China. The situation of the city is the most favourable that could be to promote a rapid conflagration, as it lies on the slope of a mountain facing the north-east gale which was blowing at that time; and the buildings, all old, being built of wood and thoroughly dry; those near the river were chiefly temporary constructions and covered with grass or bamboo mats. Under such circumstances it will be readily understood why the flames spread with such fearful rapidity. Money has been pretty liberally subscribed to aid the sufferers all over the country. Che-tou and the neighbouring districts are said to have advanced nearly half a million of taels for them. Lou Chow, like all other large Chinese cities, contains a great number of very poor people, who do not make any more than a very scanty living in the best of times, but after such a calamity it will be difficult for many of them to find the means to sustain life, though, at the present time, there is one thing greatly in their favour, and that is rice is very cheap; a very fair article and purchased at thirteen or fourteen cash per catty; this is about as cheap as rice is ever known to be in this province; therefore if the unfortunate can manage to get together twenty-five cash per day they need not go hungry; and as the warm weather is now coming on they will be able, in a measure, to recover themselves before the next cold season begins. The last three years the crops have been poor, and living is cheap, and the prospects of the present crop are also excellent; but, notwithstanding farming is prosperous, trade is very dull.—*Mercury*.

NOTES FROM CHINESE PAPERS.

A fire broke out at Wuhu on the 2nd June amongst the straw huts on Yu Keng Shan at the mouth of the Creek, not far from the British Consulate boundary wall. Mr. Everard and the constable turned out to help to extinguish the flames. Five of the huts were burned down, and one telephone-post.

The ex-Minister to Japan, Su Tsoai, who has been tried on a charge of "squeezing" the Chinese Government in connection with the purchase of copper for them in Japan during his term of office, has been condemned to pay Tis. 32,000 to close the case. He has petitioned the Viceroy T'eng, Kwo-chuan to be allowed to return to his home to arrange for the raising of this sum by the sale of his estate; but the Viceroy insists on substantial security before he will consent to release him from surveillance.

The *Fuh Ngon*, Chinese Government vessel, brought to Nanking from Hunan an image of Kwanyin Buddha, which the Viceroy T'eng then ordered to be taken to the sacred island of Pootoo. The idol, which is of some antiquity and celebrity, was given as a present to the Viceroy, who devoted it as an offering from himself to a temple at Pootoo. While the *Fuh Ngon* lay anchored in the South Wharppoo at Shanghai, with the idol in the bows, surrounded by Buddhist gear, such as bronze incense burners, umbrellas, etc., great numbers of people, including many women of the basest class, went off in boats to burn incense to it, the swarman men reaping a rich harvest, as, seeing their eagerness, they exacted a fare of a cent per head. The miracle related of the idol at Ningpo is that it was a living Buddha, having been transformed from an old woman who paid her passage, came on board, and disappeared, this idol remaining behind instead of her, had found its way to Shanghai, and had much influence on the devotees. The gunboat left for Pootoo late yesterday morning, and after she had gone the credulous people were still flocking from the city with joss-sticks, to find to their sorrow that they were too late to get a sight of her.

The iron mines at T'ing-ki Hien, Szechow Fu, Province of Kwei-chow, are under the charge of a T'at'ai, younger brother of the Governor of Kwei-chow. T'ing-ki is a wretched city, nearly 2 miles long by one broad, mostly uncultivated and given up to jungle. On the 6, 10, 16, 20, 26, and 30 of each month a market is held outside the East Gate, which is the solitary commercial excitement of the place; the commodities dealt in on market-days are salt, cotton cloth, and rice. In Kwei-chow a market-day is called kan-chang, which differs from the names employed in other provinces. The word *kan*, hurry, is used, because the dealers' hurry from place to place with their goods, staying a day at each town. The natives are a rough, simple lot, and the country roads are very difficult, passing over huge hills as they do, so that the transport of the huge pieces of machinery to T'ing-ki was very arduous work. A local saying describes the roads as *tu yan tan ti ping*, "not a mile of level road." A river flows by the town by which there is water communication with the Yangtze; in one direction, and with Chien-yuan Fu in another. Navigation for boats is difficult and intricate, and the mountains on both sides are the home of man-eating tigers and leopards. Great amazement appeared in the faces of the simple natives, who flocked to see the smelting and other machinery installed on a piece of flat ground on the other side of the river from the town, near the mines.

THE INDO-CHINA S. N. CO., LIMITED.

The following is the seventh annual report of the Board of Directors of the Indo-China Steam Navigation Company, Limited, presented to the shareholders at the eighth ordinary general meeting, held in the Cannon Street Hotel, London, on Friday, the 31st day of May, 1889:—

The Board of Directors beg to submit herewith to the proprietors their Report and Statement of Accounts for the year 1888.

The fleet of steamers has been maintained as usual in a state of full efficiency, and a *Choy Sang* has now been added to the line, having commenced her duties on the coast of China in the month of June last. Most of the Chinese in the month of June last, the *Choy Sang* was to be totally lost in July, a few miles from Port Arthur, in the Gulf of Pechili, and being one of the Company's newest and best boats, her absence caused a good deal of inconvenience. Considerable expense was also incurred in efforts to get her off the rocks, which at first were regarded with some hopefulness; but bad weather having supervened, the result of the attempt proved entirely unsuccessful. The vessel was covered, in the Chinese accordingly falls.

The heights of Annemio were crowded with people, the towing path below a moving mass, all the steps of all the water gates of Ichang were thronged, and Shi-pah, that unpleasant island, where they seem always to pelt Europeans, and where they have such lovely guild houses one long to land, and yet—unpleasant fact—dare not! Shi-pah, where pretty well all the population are boatmen, appeared— from a distance—particularly excited. The worst of it was all the men, who usually fish, were paddling about, and when fish is not to be had in Ichang, we fare badly with no meat, and the heat too great to dare to let any hang long enough to grow tender. For whatever it has been down river, the Customs' thermometer at Ichang has been over 100. And it is at this temperature the Chinese have been making merry and enjoying themselves, also paying their bills, for the dragon festival is here, like the New Year, a great setting day.—N. C. Daily News.

CHI-NAN FU.

(FROM OUR OWN CORRESPONDENT.)

There is something of an epidemic in the city and surrounding country. Among the very poor it might be called famine-fever, but among others it is described as typhus fever. One of the foreigners, Mr. Murray, was prostrate with it for several weeks, but is out of danger now. Another, Mr. Richardson, a sign of the same disease, was immediately removed to the less crowded city of Chou-ping, and it is to be hoped no serious consequences will result.

On account of health, as well as from other reasons, most of the Protestant foreign population will soon have left these delightful parts for summer vacation elsewhere. The Roman Catholics, however, remain as usual.

From this absence the foreign affairs at the Yamen may have a further chance for delay. Hence from this, as well as from a slight pressure brought to bear upon us as reporters of the press, we will say very little about these matters in future, seeing that already they have become so conspicuously diplomatic as to involve the good name—or otherwise—of several nations and different persons. If ever we get a chance to record a final settlement, in which all may rejoice and none feel ashamed, we may once more speak forth to the general public, but at present *enclit*.

Having, however, said so much heretofore, we wish first to take this opportunity to record our conviction that the action of the U.S. Minister, Col. Denby, in behalf of the Americans, deserves nothing but the highest commendation, and that if a few of the cases have not yet met with a successful termination, the fault does not lie at least with him. We only regret to hear the rumours that possibly during the present year he may find it necessary to return to the States.

One of the leading gentry, and the wealthiest man in the city, the son of an ex-Taipei of Tientsin, by the name of Chen, has just died. He had returned from the mouth of the Yellow River, where he had been purchasing grain, which he was intending to sell at cost price in the south suburb of the city. This work brought on sickness, and while busy in transferring the grain from the river to the city, his frail constitution gave way, and death claimed him as one of her own. Of all the prominent men in the city he is the only one who in the past has dared at times to show a certain friendliness to any of the foreigners. He has been a man of generous character, and had just been promoted to the rank of Tai-tai. The city could well have spared others instead of him.

The Tai-tai of this circuit has just left on an inspection of the Yellow River and especially of the use of the Famine funds. This is by special request of the Governor, who probably has heard some rumours about the Chefoo Tai-tai. The latter gentleman and the Governor are out of sorts just now. The Tai-tai some time since took it upon himself to telegraph to the Taung-tai Yamen of a break in the Yellow River embankments away off in the western part of the province. The Yamen showed this to the Emperor, and surprise was felt and orders came down to the Governor for light. Then this famine relief has been largely under the care of the Chefoo Tai-tai, and this of course arouses a few to propose a few questions and nod their heads a few times.

We prophesy this year will end the present Governor for this province.—N. C. Daily News.

CHUNGKING.

Chungking, 1st May, 1889.

The Chungking trade is being vastly overdone on borrowed capital, consequently prices are not remunerative, dealers being forced to sell to meet their engagements. Lately very little has been heard of the steamer coming; there was at one time a report that she had been sold to the China Merchants' Steam Navigation Company for one hundred and twenty thousand taels, but that rumour has been contradicted. It is pretty certain that the steamer is not wanted here, but by either merchants or officials—the two classes chiefly interested, but the people at large do not care a straw about her, either one way or another, while there are many who would like her to come, so that they could have a look at her and gratify their idle curiosity to see what the "wheelship" is like. At the time the deputies passed through here there were some fabulous reports in circulation as to the regulations that were to be imposed upon the steamer trading on the upper river. These rumours doubtless originated with the servants of these officials, and increased as they circulated around. It was said that heavy money indemnity was to be paid for every life lost in collision; junk and cargo was to be paid for, right or wrong, and the pilot of the steamer was to suffer death, or such other punishment as the nearest Chinese official should order. These rumours evidently had their origin in the discussions carried on by officials in the presence of their servants and other underlings, as it is a common practice for officials to discuss matters of importance in the presence of their servants. From the way in which the officials have acted there is good reason to believe that the adoption of stringent and vexatious regulations, to give the steamer trouble, has been duly discussed.

Recently there has been quite a stir in Chungking on account of a number of lottery concerns having started business, which has now been forbidden by official proclamation. One concern doing business in the capital collapsed in a grand row, the building in which it was carried on being completely wrecked. The trouble is said to have originated through unfair dealing, the particulars of which I have not been able to gather. In Chungking the prizes offered were not money, but a variety of articles, such as large mirrors, clocks, watches, umbrellas, fans, jade goods, and various nick-nacks. Curious to relate nearly all the best prizes fell to employees in the different Yamen. It would be interesting to know by what means the prizes were allotted.—Mercury.

KOREA.

(FROM OUR CORRESPONDENT.)

Soul, 1st June 1889.

A day or two ago Madame Kondo, wife of H.I.J.M.'s representative in this city, went down to Chemulpo by the steamer *Changha* for the purpose of meeting Lady Shiden, the widow

of H.I.J.M.'s Minister Plenipotentiary to the Court at Peking—whose lamented decease was duly reported in your columns. Lady Shiden arrived in the *Shura Maru* on her way back to Japan. She seemed pleased to be met in Chemulpo by His Excellency, who went down with Madame Kondo to the port the day before the *Shura* arrived.

The Chinese Consul has just gone over to China. Rumour, our restless old friend, has it that he has been despatched to Tientsin by His Excellency Yvan in order that the latter's views respecting the advisability of promptly closing the port of Ping Yang may be clearly laid before the Great Viceroy.

Madame Seridin-Sabatin, the wife of Mr. A. Seridin-Sabatin, and her family, have left Korea. Mrs. Sabatin takes her family home to Russia, where, it is understood, she will await her husband, who will probably have to remain in this dreary land for at least a couple of years more in order to complete the work he has in hand as architect of the palace in foreign style which is being erected in Seoul under his direction.

Talking of buildings in Seoul reminds me of Monsieur Savabel who lately arrived here. He, in common with Mr. Sabatin, is constructing buildings within the palace enclosure in foreign style. A few days ago the city was full of gossip about Savabel being stoned out of the palace. It appears that he accidentally caused a long pole to fall on a coolie, which nearly killed the poor fellow on the spot. Some coolies then came up and protested against such conduct, whereupon—so it is reported—Savabel struck one of the effeminate creatures. This act greatly enraged the coolies, who gave orders for the French architect to be driven out. Accordingly all the workmen commenced to pelt Savabel with stones. He fled, got on his pony and galloped home; thus escaping the vengeance of the enraged coolies and his underlings. Although the whole of these reports may not be true, still, perhaps a spark has kindled the fire.

Out of some sixty foreigners resident in this city about one-half are missionaries, chiefly Americans. There are two or three doctors and doctresses among them who do a deal of good in their line. One of these *doctresses* lately married the Rev. Horace G. Underwood of the American Methodist Mission. The lady's name was Horton; she is now, of course, Mrs. Underwood. It appears that Doctor Horton had paid some professional visits to the palace. (The missionaries seem to be somewhat appreciated in Royal circles in this benighted city of huts and filth.) When the ceremony of joining together in holy matrimony came off, the King, or the Queen, or both, or conjointly—anyhow it was from the Palace—sent half a million of cash to the Reverend gentleman's fiancée as a wedding *cashu* (500,000 cash at 1,500 to the dollar equals about dollars 333). Other friends sent useful articles. After the marriage the happy pair started into the interior for their honeymoon. They took a north-north-westerly direction and struggled through Wang Hui province until they reached Ping Yang Do, where they lately returned, after being mobbed in two or three places.

That Mr. Underwood (who has been some four years in Korea, and should therefore know that it would be imprudent in the last degree to take a European lady into the interior of Korea under any pretence whatever) should have elected to go into the interior of Korea with his bride appears to most people an act of indiscretion. I am not exaggerating when I assert that the foreign community here, and elsewhere in Korea, were shocked when it became known that Mr. Underwood and his spouse had gone up country for their honeymoon.—*Shanghai Mercury*.

To-day's

Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 29th June, 1889, at 2.30 P.M., at No. 3, Albany, the residence of H. J. HOLMES, Esq.

THE WHOLE OF HIS ELEGANT HOUSEHOLD FURNITURE,

Comprising:—
CRETONE COVERED DRAWING ROOM SUITE, BLACKWOOD AND MARBLE TOP TABLES, MIRRORS, BRASS FENDERS & FIRE IRONS, WHITE LACE CURTAINS & POLES, CARPETS, RUGS, ORNAMENTS, EXTENSION DINING TABLE AND MAHOGANY DINING CHAIRS, VIENNA CHAIRS, SIDEBOARD, TABLE DECORATION, BREAKFAST & DINNER SETS, PLATED WARE, TABLE GLASSWARE, CUTLERY, ENGRAVINGS, &c., &c.

One GRAND PIANO by COLLARD & Co.

And

One COTTAGE PIANO.

VERANDAH AND BATHROOM FURNITURE, &c., &c.

The above will be on view on FRIDAY afternoon, and Catalogues will be issued previous to the Sale.

TERMS OF SALE.—Cash on delivery, in Bank notes.

F. RAPP, Auctioneer.

Hongkong, 24th June, 1889. [791]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. B. F. R. SCHWARZKOPF in our Firm Ceased on the 1st of May, 1889.

MESSRS. FRIEDRICH HEINRICH HÖHNKE, FRIEDRICH JOHANN RUDOLPH SCHWARZKOPF, AND ANDREAS MATTHIAS VALENTIN SCHÖNEMAN, have been admitted PARTNERS in our Firm, which now consists of:—

Messrs. JOHN HENRY SMITH, FRIEDRICH H. HÖHNKE, FRIEDRICH J. R. SCHWARZKOPF, AND ANDREAS M. V. SCHÖNEMAN, F. BLACKHEAD & Co.

Hongkong, 24th June, 1889. [792]

NOTICE.

ON and after the 1st of July, my OFFICES will be at No. 15, PRAYA CENTRAL, lately occupied by the Austro-Hungarian Lloyd's S. N. Co.

A. DENISON, A. M. I. C. F.

Hongkong, 24th June, 1889. [793]

ZETLAND LODGE.

No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on WEDNESDAY NEXT, the 26th June, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited.

[Hongkong, 24th June, 1889] [794]

POSTAGE-STAMPS.

J. DELZENNE, 1, Rue Allent, PARIS.

Will send all kinds of STAMPS old or new, payment by return of post, and will accept of return.

To-day's

Advertisements.

FOR SHANGHAI, KOBE, & YOKOHAMA.

THE Steamship

"GHAZEE,"

Captain Scotland, will be despatched for the above Ports, TO-MORROW, the 25th inst., at DAVLIGHT.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 24th June, 1889. [762]

NOTICE TO CONSIGNEES.

STEAMSHIP "GHAZEE,"

FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 1st prox., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 1st prox., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, 24th June, 1889. [762]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"PEMBROKESHIRE,"

Captain Williams, will be despatched for the above Ports, on FRIDAY, the 28th inst.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 24th June, 1889. [493]

PUBLIC AUCTION

OF

HOUSEHOLD AND OFFICE FURNITURE,

&c., &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 28th June, 1889, commencing at 2.30 P.M., at Rheda, the residence of Captain L. GARCIA DE LA VEGA, (late residence of Captain MORIUM).

THE WHOLE OF HIS WELL-MADE FURNITURE, &c.,

Comprising:—

TAPESTRY-COVERED DRAWING-ROOM SUITE, AND CURTAINS TO MATCH.

CENTRE TABLE, WHATNOTS, JAPANESE INLAID CURIO STAND, &c.; HANDSOME OVERMANTELS, MOROCCO-COVERED EASY CHAIRS, &c.

CARPETS IN ROOMS AND HALL.

DINING TABLE, MOROCCO-COVERED DINING CHAIRS, DINNER WAGGONS, DINNER AND DESERT SERVICES, CROCKERY, GLASS AND PLATED WARE, CUTLERY, &c.

TAPESTRY DINING-ROOM CURTAINS, IRON BEDSTEADS, WITH WIRE AND HAIR MATTRESSES, &c.; WARDROBES, MARBLE-TOP WASHSTANDS AND DRESSING TABLE, &c., &c., &c.

Also,

OFFICE FURNITURE,

Comprising:—

WRITING TABLE AND DESKS, COPYING PRESS, OFFICE CHAIRS, &c., &c., &c.

The above will be on view on THURSDAY P.M., and Catalogues will be issued previous to the Sale.

TERMS OF SALE.—Cash on delivery.

G. R. LAMMERT, Auctioneer.

Hongkong, 24th June, 1889. [788]

GOVERNMENT NOTIFICATION,

No. 287.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 1st day of July, 1889, at 5 P.M., are published for general information.

By Command,

FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 22nd June, 1889. [787]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of July, 1889, at 5 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

No. of Registry	No. of Boundary Measurements	Locality.
1	1	Rural
2	2	Rural
3	3	Rural
4	4	Rural
5	5	Rural
6	6	Rural
7	7	Rural
8	8	Rural
9	9	Rural
10	10	Rural
11	11	Rural
12	12	Rural
13	13	Rural
14	14	Rural
15	15	Rural
16	16	Rural
17	17	Rural
18	18	Rural
19	19	Rural
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28	28	Rural
29	29	Rural
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31	31	Rural
32	32	Rural
33	33	Rural
34	34	Rural
35	35	Rural
36	36	Rural
37	37	Rural
38	38	Rural
39	39	Rural
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41	41	Rural
42	42	Rural
43	43	Rural
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90	90	Rural
91	91	Rural
92	92	Rural
93	93	Rural
94	94	Rural
95	95	Rural
96	96	Rural
97	97	Rural
98	98	Rural
99	99	Rural
100	100	Rural

Boundary Measurements.

N. S. E. W. V. W. Square ft. Acres ft. Sq. Rds.

429 400 128 741 52,260 19 1/2 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

19 1/2 3/4 3/4

To-day's

Advertisements.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place from Lyennun, TO-DAY, the 24th instant, between the hours of 4.30 P.M. and 7 P.M., the line of fire being in an Easterly direction from the Redoubt; also TO-MORROW, the 25th instant, from Stone Cutters' West, between the hours of 4.30 P.M. and 7 P.M., in a Westerly direction from the Battery.

All Ships, Junks, and other Vessels are cautioned to keep clear of the range.

By Command,

FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 24th June, 1889. [781]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"TEHERAN"

will leave for the above place TO-MORROW, the 25th instant, at DAVLIGHT.

Commercial.

TO-DAY.
THE SHARE MARKET.

5 o'clock.
The "boom" in China Sugars is being continued with unabated vigour, and all sorts of extraordinary rumours are in circulation. For August a considerable business has been done at 305, and some small lots are reported to have been placed at as high as 307. For the end of the present month a leading operator is understood to have bought heavily at about 290, and this, it is said, accounts for a good deal of the plunging for delivery in August. Doubtless the mystery will explain itself one of these days. Luzons are also rather firmer than when we last wrote, shares having been arranged at 116 for the 30th inst. Docks and Steamboats continue quiet at subjoined quotations. Puntjoms have been inquired after this afternoon at 31 for the end of the month and 35 for August, and at these rates the stocks is in strong demand. Land Investments are also decidedly firmer; business has been done at 136 for August, and further shares are wanted. Nothing else has come under our observation.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—183 per cent. premium, buyers.
Union Insurance Society of Canton—\$100 per share, sellers.
China Traders' Insurance Company—\$80 per share, buyers.
North China Insurance—Tls. 330 per share, buyers.
Canton Insurance Company, Limited—\$123 per share, sellers.
Yankee Insurance Association—Tls. 100 per share.
Chinese Insurance Company—\$160 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—\$380 per share, sellers.
China Fire Insurance Company—\$36 per share, buyers.
Hongkong and Whampoa Dock Company—85 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$275 per share, sellers.
China and Manila Steam Ship Company—140 per share, sellers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$240 per share, buyers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
Indo-China Steam Navigation Company, Limited—5 per cent. div., ex. div.
Douglas Steamship Company—\$83 per share, sellers.
China Sugar Refining Company, Limited—\$290 per share, buyers.
Luzon Sugar Refining Company, Limited—\$116 per share, sellers.
Hongkong Ice Company—\$125 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$14 per share, buyers.
A. S. Watson & Co., Limited—150 per cent. premium, sellers.
Chinese Imperial Loan of 1884 B—21 per cent. premium, buyers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$160 per share, sellers.
The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co.—\$31 per share, ex New Issue, sales and buyers.
Hongkong and Kowloon Wharf and Godown Company—\$195 per share, sellers.
Tongqua Coal Mining Co.—\$550 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—nominal.
The East Borneo Planting Co., Limited—\$53 per share, buyers.
The Seng Koyah Planting Co., Ltd.—\$49 per share, buyers.
Crutchbank & Co., Ltd.—\$40 per share, nominal.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.—par.
The China-Borneo Co., Ltd.—\$48 per share, buyers.
The Hongkong Brick and Cement Co., Ltd.—\$211 per share, sellers.
The Green Island Cement Co. (Old Issue)—\$50 per share, buyers.
The Green Island Cement Co. (New Issue)—\$14 per share, buyers.
The Hongkong Land Investment Co., Ltd.—\$131 per share, buyers.
The Hongkong Electric Light Co., Ltd.—\$46 per share, sellers.
Geo. Fenwick & Co., Limited—\$33 per share, sellers.
The West Point Buildings Co., Ltd.—\$50 per share, sellers.
The Peak Hotel and Trading Co., Ltd.—\$25 per share, buyers.
The Labak Planting Co., Ltd.—\$16 per share, sellers.
The Jelabu Mining and Trading Co., Ltd.—\$61 per share, sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/0
Bank Bills, on demand 3/0
Bank Bills, at 30 days' sight 3/0
Bank Bills, at 4 months' sight 3/0
Credits at 4 months' sight 3/11
Documentary Bills, at 4 months' sight 3/11
ON PARIS.—Bank, T. T. 3/11
Bank Bills, on demand 3/82
Credits, at 4 months' sight 3/90
ON INDIA, T. T. 226 1/2
On Demand 227
ON SHANGHAI.—Bank, T. T. 72 1/2
Private, 30 days' sight 73

OPUM MARKET.—THIS DAY.

OLD MALWA, per picul\$600
(Allowance, Tael 80).
NEW PATNA (without choice) per chest\$571
NEW PATNA (first choice) per chest\$520
NEW PATNA (bottom) per chest\$571
NEW PATNA (second choice) per chest\$575
NEW PATNA (without choice) per chest\$520
NEW PATNA (bottom) per chest\$571
NEW PATNA (best quality) per picul\$550
OLD PATNA (best quality) per picul\$550
OLD PATNA (second quality) per picul\$475

MAILS EXPECTED.

THE INDIAN MAIL.
The steamer *Tapan*, from Calcutta, left Singapore on the 21st inst., and may be expected here on or about the 27th.

THE CANADIAN MAIL.

The Canadian Pacific S. S. Co.'s steamer *Batavia*, with the Canadian mail, left Yokohama on the 19th inst., and is expected here on the 26th.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Dardanus*, from Liverpool, left Singapore on the 20th inst., and is due here on the 26th.
The Navigazione Generale Italiana Co.'s steamer *Dormida*, left Singapore on the 20th inst., and is expected here on the 27th.
The P. & O. S. N. Co.'s extra steamer *Venetia*, left Bombay for here on the 18th inst. at 2 a.m.

Shipping.

ARRIVALS.

THALES, British steamer, 820, Hunter, 22nd June.—Taiwan 19th June, Amoy 20th, and Swatow 21st, General.—D. Laprak & Co.
CARISBROCK, British steamer, 973, R. Cass, 22nd June.—Saigon 18th June, Rice and Paddy.—Morris & Ray.
GOALPARA, British steamer, 1,355, E. C. Russell, 22nd June.—Amoy 21st June, General.—Jardine, Matheson & Co.
KUTSANG, British steamer, 1,495, W. Young, 23rd June.—Shanghai 17th June, General.—Jardine, Matheson & Co.
PEKING, German steamer, 954, G. Heuermann, 23rd June.—Shanghai 20th June, General.—Siemens & Co.
TRIUMPH, German steamer, 675, Moos, 23rd June.—Whampoa 23rd June, General.—Wieler & Co.
NINGPO, German steamer, 761, F. Schulz, 23rd June.—Whampoa 23rd June, General.—Siemens & Co.
PATROCLUS, British steamer, 1,385, J. P. Pufford, 23rd June.—Amoy 22nd June, Coal.—Butterfield & Swire.
FOKIN, British steamer, 509, J. Lewis, 23rd June.—Tamsui 19th June, and Amoy 22nd, General.—D. Laprak & Co.
MALWA, British steamer, 1,694, W. L. Brown, 23rd June.—London, via Bombay 6th June, and Singapore 17th, Mails and General.—P. & O. S. N. Co.
SOCHOW, British steamer, 327, Rowin, 23rd June.—Peking 20th June, and Hoilow 22nd, General.—Chinese.
KASHGAR, British steamer, 1,555, G. Cudd, 22nd June.—Yokohama 11th June, Coal and General.—P. & O. S. N. Co.
LENNOX, British steamer, 1,327, Thearle, 24th June.—Yokohama 15th June, General.—Adamson, Bell & Co.
ELSE, German steamer, 747, A. Jebsen, 24th June.—Haiphong 20th June, General.—A. R. Marly.
GHAEZE, British steamer, 1,764, Scotland, 24th June.—Singapore 18th June, General.—Adamson, Bell & Co.
ALMORA, British steamer, 1,719, A. Hay, 24th June.—Singapore 18th June, General.—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Doris, German steamer, for Hoilow.
Oscar Mooyar, German bark, for Amoy.
Chow-chow-foo, German steamer, for Amoy.
Forchou, Siamese brig, for Bangkok.
Vorwaerts, German steamer, for Haiphong.
Ghaze, British steamer, Shanghai.
Khiva, British steamer, for Singapore &c.

DEPARTURES.

June 23, *Hyacinth*, British cruiser, for Yokohama.
June 23, *Peking*, German str., for Whampoa.
June 23, *James G. Bain*, British bark, for New York.
June 23, *Nierstein*, German steamer, for Chefoo.
June 23, *Namoa*, British steamer, for Swatow.
June 23, *Mitche Maru*, Japanese steamer, for Singapore &c.
June 23, *Glenfalloch*, British steamer, for Singapore &c.
June 23, *Alwin*, German steamer, for Hoilow.
June 24, *Zohann*, German steamer, for Hoilow.
June 24, *Kutwang*, British str., for Whampoa.
June 24, *Duburg*, German steamer, for Saigon.
June 24, *Khiva*, British str., for Singapore &c.
June 24, *Malwa*, British str., for Shanghai.
June 24, *Glenavon*, British str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Malwa*, str., from London for Hongkong.—Miss Caldwell, Miss E. Caldwell, Messrs. Johnson and Hopkins. From Penang.—Mrs. Chuan, infant and servant, Mrs. Ah Jan and servant, and 2 Chinese. From Singapore.—Messrs. Pattle, Arma, 1 Japanese and 16 Chinese. From London for Shanghai.—Miss Tumard and Mr. Sloan. From Brindisi.—Mr. Mayne. From London for Kobe.—Rev. J. Miyoshi. For Yokohama.—Mrs. Ohnast. Per *Thales*, str., from Taiwan, &c.—128 Chinese.
Per *Kashgar*, str., from Tamsui, &c.—Mr. Wong Sin Seng and servant, and 11 Chinese.
Per *Kashgar*, str., from Yokohama.—Messrs. G. R. Stevens, S. W. Moore, and 3 Chinese.
Per *Goalpara*, str., from Amoy.—62 Chinese.
Per *Eli*, str., from Haiphong.—Messrs. Lalal and Larwand, and 4 Chinese.

REPORTS.

The British steamship *Goalpara* reports that she left Amoy on the 21st inst. Had moderate winds and fine weather.
The British steamship *Patroclus* reports that she left Amoy on the 22nd inst. Had light winds and fine weather during the passage.
The British steamship *Chase* reports that she left Singapore on the 18th inst.—Had light southerly wind and very hot weather, barometer 29.90.
The British steamship *Cartbrook* reports that she left Saigon on the 18th inst. Had variable winds to Cape Padaran; thence to port had fresh south-south-west winds.
The British steamship *Kashgar* reports that she left Yokohama on the 11th inst. Had fresh south-west winds throughout, and rainy weather to Tarnabout; thence to port had fine weather.
The British steamship *Lennox* reports that she left Yokohama on the 15th inst. Had strong south-south-west winds, and short head sea to Chapel Island; thence to port had moderate winds and fine weather.
The British steamship *Kashgar* reports that she left Tamsui on the 19th inst., and Amoy on the 22nd. From Tamsui to Amoy had light north-east breeze. From Amoy to port had light south-west breeze and fine clear weather throughout. In Tamsui, the steamships *Smith, Carr*, and the gunboat *Fuk-poo*. In Amoy, the steamships *Abyssinia, Glenkiln, Diamond, Namkang*, and *Chefoo*.
The British steamship *Thales* reports that she left Taiwan on the 10th inst. From Taiwan to Amoy had light south-west breeze and smooth sea with clear weather. From Amoy to Swatow had moderate to fresh south-west winds and fine clear weather. From Swatow to port had moderate south-west winds with smooth sea and cloudy hazy weather for the first part of the voyage, and the latter part had fine weather. In Amoy, the steamships *Chefoo, Namkang*, and *Chintung*. In Swatow, the steamship *Hoilow*.

Post Office.

A MAIL WILL LEAVE.

For Hoilow, Singapore, and Bangkok.—Per *Kong Beng*, on Wednesday, the 26th inst., at 7-30 A.M.
For Shanghai.—Per *Malwa*, to-morrow, the 25th inst., at 7-30 A.M.
For Swatow, Amoy, and Taiwan.—Per *Thales*, to-morrow, the 25th inst., at 9-30 A.M.
For Singapore, Batavia, Samarang, & Sourabaya.—Per *Goalpara*, to-morrow, the 25th inst., at 3-30 P.M.
For Shanghai.—Per *Ningpo*, to-morrow, the 25th inst., at 3-10 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ABERDEEN, British steamer, 2,371, Chas. Taylor, 21st June.—Shanghai 17th June, Tea.—Adamson, Bell & Co.
ASHINGTON, German steamer, 849, Zindel, 20th June.—Nagasaki 14th June, Coal.—Siemens & Co.
BELGIC, British steamer, 4,211, Walker, 17th June.—San Francisco 25th May, and Yokohama 12th June, Mails and General.—O. & O. S. S. Co.
CHINTU, British steamer, 1,459, A. Hunt, 10th June.—Melbourne 10th May, and Port Darwin 1st June, General.—Butterfield & Swire.
CHOW-CHOW-FOO, German steamer, 798, W. Wendi, 20th June.—Saigon 15th June, Rice and Paddy.—Melchers & Co.
DORIS, German steamer, 771, F. Raben, 17th June.—Haiphong 13th June, and Hoilow 15th, Rice.—Wieler & Co.
FAME, British steamer, 1,171, A. Stopani.—Hongkong and Whampoa Dock Co.
KONG BENG, British steamer, 806, R. Jones, 20th June.—Bangkok 12th June, Rice and General.—Yuen Fat Hong.
PHRA CHULALONGKORN, British steamer, 1,011, W. H. Watton, 16th June.—Bangkok 8th June, General.—Yuen Fat Hong.
PEMPTOS, German steamer, 1,541, U. Johansen, 21st June.—Cardiff 11th May, Coals.—Ed. Schellhass & Co.
PORT AUGUSTA, British steamer, 1,856, H. E. Draper, 11th June.—Saigon 8th June, Rice and Paddy.—Adamson, Bell & Co.
STORE NORDISKE, Danish steamer, 596, E. Suenon, 22nd June.—Shanghai 17th June.—G. N. Telegraph Co.
TEHRAN, British steamer, 1,670, C. D. Sams, 18th June.—Bombay 1st June, and Singapore 12th, General.—P. & O. S. N. Co.
TETARTOS, German steamer, 1,580, J. Petersen, 19th June.—Saigon 15th June, Rice and Paddy.—Ah Yon.
TIVERTON, British steamer, 1,743, R. Whitehead, 15th June.—put back.—Adamson, Bell & Co.
VORWAERTS, German steamer, 612, Bruhn, 21st June.—Haiphong 18th June, General.—Arnhold, Karberg & Co.
WHAMPOA, British steamer, 1,106, Linton Hughes, 12th June.—Kobe, via Nagasaki 7th June, General.—Butterfield & Swire.
ZAFIRO, British steamer, 675, McCallin, 30th May.—Manila 27th May, General.—Russell & Co.

SAILING VESSELS.

AGENER, American ship, 1,414, John H. Frost, 25th May.—New York 28th Dec., Kerosene Oil.—Pustau & Co.
ALEXANDER YEATS, British ship, 1,298, J. W. Dunham, 2nd June.—New York 4th Dec., Petroleum.—Order.
ARON, Norwegian bark, 634, Christensen, 17th May.—Rajang 1st May, Timor.—Chinese.
AUSTRALIA, British bark, 99, Wm. Harris, 11th June.—Manila 31st May, Ballast.—Melchers & Co.
CAMELOT, British bark, 370, Murphy, 1st June.—Freemantle, W.A., and March, Sandalwood.—Jardine, Matheson & Co.
CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June.—Anjer 1st June, Ballast.—Pustau & Co.
CONSTANCE, British ship, 1,592, P. R. Tingley, 7th June.—New York 28th Feb., Kerosene Oil.—Pustau & Co.
C. C. CHAPMAN, American ship, 1,570, A. J. Hieborn, 18th June.—New York 24th Feb., Petroleum.—Russell & Co.
DOROTHEA, German bark, 620, H. Th. Moeller, 2nd May.—Hamburg 1st Dec., General.—Siemens & Co.
EBENEZER, British barkentine, 317, James Mihn, 16th June.—Albany 2nd May, Sandalwood.—Gilman & Co.
ERKUNING, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island.—Chinese Customs.
ESCORT, American bark, 636, Waterhouse, 7th June.—Singapore 15th May.—Timber.—Gomes & Co.
FOOCHOW, Siamese brig, 300, Sequiera, 7th June.—Bangkok 1st May, Timber.—Chinese.
GEO. V. JORDAN, American schooner, 662, E. V. Lyman, 20th May.—Haiphong 19th May, Ballast.—Order.
GRAT ADMIRAL, American ship, 1,497, James F. Rowell, 20th April.—San Francisco 1st March, Flour.—Russell & Co.
HALLOERDA, British ship, 1,088, Hayden, 21st May.—New York 28th Dec., Kerosene Oil.—Siemens & Co.
ITON, French bark, 664, F. Reynier, 7th June.—Honolulu 20th April, General.—Melchers & Co.
JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June.—Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.
LAUGHING WAVE, British ship, 161, Alfred Rickers, 2nd June.—Freemantle, W.A., 1st April, Sandalwood.—Siemens & Co.
MABEL TAYLOR, British ship, 1,298, C. E. Dusha, 2nd June.—Cardiff 6th December, Coal.—Melchers & Co.
MARTHA, British bark, 854, Cooke, 5th May.—Singapore 4th March, Timber.—Ed. Schellhass & Co.
MARTHA DAVIS, American bark, 812, Pendleton, 13th June.—Tijlajap 28th April, Ballast.—Russell & Co.
NARWHAL, British ship, 1,327, Weston, 4th June.—Kobe 12th May, Coal.—Adamson, Bell & Co.
OSCAR MOOYER, German bark, 360, C. P. Boyesen, 14th June.—Keelung 9th June, Coal.—Chinese.
PAPA, German bark, 748, C. L. Henne, 29th April.—Hamburg 12th Dec., General.—Carlowitz & Co.
RICHARD PANGSON, American bark, 1,115, W. F. Thorndike, 7th June.—Newcastle 17th April, Coal.—Wieler & Co.
SATSUMA, British bark, 364, A. G. Swenson, 12th June.—Newchwang 15th May.—Beans.—Ed. Schellhass & Co.
SIR WM. WALLACE, British bark, 968, T. R. Brown, 2nd June.—Singapore 10th May, Timber.—Kwong Mow Tye.
SPINAWAY, British bark, 315, J. Garrick, 2nd June.—Champion Bay 4th April, Sandalwood.—Siemens & Co.
SOUTHERN CROSS, American ship, 1,087, J. A. Bailey, 13th May.—Newcastle, N.S.W., 16th March, Coal.—Gas Company.
TITAN, American ship, 1,282, Allyn, 13th April.—New York 19th Nov.—Oil.—Russell & Co.
VELOCITY, British bark, 450, R. Marlin, 20th May.—Honolulu 28th March, General.—Pustau & Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Dardanus	Liverpool	June 26th	Butterfield & Swire.
Batavia	Vancouver	June 26th	Adamson, Bell & Co.
Calcutta	Calcutta	June 27th	D. Sassoon, Sons & Co.
Bormida	Bombay	June 27th	Carlowitz & Co.
Venetia	Bombay	July 5th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Coromandel	P. & O. S. N. Co.	June 29th, at noon.
London and Hamburg	Ulysses	Butterfield & Swire.	July 2nd.
Pembroke-shire	Ulysses	Adamson, Bell & Co.	July 2nd, at 4 p.m.
Genoa, via Port of Call.	Sachsen	Melchers & Co.	July 3rd, at 4 p.m.
San Francisco, via Yama	Bormida	Carlowitz & Co.	July 6th, at 1 p.m.
New Zealand Ports	Belgia	O. & O. S. S. Co.	June 30th, daylight.
Sourabaya, via S'pore, &c.	Batavia	Adamson, Bell & Co.	July 4th, at noon.
Singapore and Penang	Whampoa	Butterfield & Swire.	Quick despatch.
Yokohama, via Nag., &c.	Goelpara	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Yokohama, via Nag., &c.	Telartus	Ah Yon & Co.	To-morrow, at 4 p.m.
Tientsin	Ancona	P. & O. S. N. Co.	About July 2nd, noon.
Shanghai, Kobe, &c.	Teheran	P. & O. S. N. Co.	To-morrow, daylight.
Shanghai, via Amoy	Pechili	Jardine, Matheson & Co.	About June 25th.
Shanghai	Ghaze	Adamson, Bell & Co.	To-morrow, daylight.
Manila, via Amoy	Dardanus	Butterfield & Swire.	June 28th.
Hoilow, S'pore, Bangkok	Ningpo	P. & O. S. N. Co.	To-morrow, at 8 a.m.
Swatow, Amoy, &c.	Zafiro	Russell & Co.	June 26th, at 4 p.m.
	Kong Beng	Yuen Fat Hong	June 26th, at 8 a.m.
	Vorwaerts	Arnhold, Karberg & Co.	To-morrow, daylight.
	Thales	Douglas Laprak & Co.	To-morrow, at 10 a.m.

Intimations.

W. POWELL & CO.

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PAID UP CAPITAL1,600,000.
RESERVE FUND1,250,000.

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Victoria Buildings, Hongkong, 3rd May, 1889.

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Hongkong, 4th June, 1889.

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.

Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.
Hongkong, 11th March, 1889.

NOTICE.

THE H